Impact of Travel on State Economies 1984

ISSN: 0730-9813

U.S. Travel Data Center®
1899 L Street Northwest
Washington, D.C. 20036

R9375-7U 7/86

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THE IMPACT OF TRAVEL ON STATE ECONOMIES 1984

U.S. TRAVEL DATA CENTER
WASHINGTON, D.C.
JUNE 1986
PRICE: FIFTY-FIVE DOLLARS
ISSN: 0730-0913
9213

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The US Travel Data Center is the national, non-profit center for travel and tourism research. Since its establishment in 1973, the Data Center has devoted itself to advancing the common interests of the travel industry and the public it serves by encouraging, sponsoring and conducting statistical, economic and scientific research concerning travel, the travel industry and travel-related industries. In pursuit of this objective, the Data Center gathers, analyzes, publishes and disseminates the results of such research, and cooperates with all government agencies, private industry and academic institutions with similiar purposes and objectives.

The US Travel Data Center is an affiliate of the Travel Industry Association of America (TIA), the national, non-profit association representing all components of the U.S. travel industry, the third largest retail industry in the United States.

Robert E. Gall, Chairman

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EXECUTIVE SUMMARY

- U.S. residents and foreign visitors spent $235 billion traveling in America during 1984, a twelve-percent increase over the previous year.

- These expenditures directly generated 4.8 million jobs paying $50 billion in wages and salaries.

- Travel spending in America generated $29 billion in tax revenue for federal, state and local governments.

- California garnered the largest share of travel spending in the U.S. during 1984 with 13 percent of the total market, followed by New York.

- New Jersey posted the largest percentage increase in travel expenditures of any state: 26.5 percent.

- Only one state suffered a decline in travel spending for the year: North Dakota.

- Jobs directly generated by travel spending exceeded those generated by all other private industries in 13 states in 1984, and the travel industry was among the top three employers in 39 states.

- On the average, every $50 thousand spent on travel in the U.S. directly supported one job in 1984.

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INTRODUCTION

The estimates of the economic impact of travel contained in this volume are the product of the Travel Economic Impact Model (TEIM), an economic model developed expressly to indicate the expenditures, employment, payroll, business receipts and tax revenue generated by travel away from home in the U.S.

The conceptual development of the model was funded by the Bureau of Land Management of the U.S. Department of the Interior in 1975. Since that time, the TEIM has been expanded to reflect the availability of improved data and has been computerized. While not detailed here, the model has also been extended to produce improved county-level estimates of travel impact. The data contained in this report and others in this series are the only estimates of the economic impact of travel available for all 50 states and the District of Columbia.

Benchmark estimates of travel spending in each state and the employment, payroll income, and tax revenue generated by them, were developed for 1977 based upon the U.S. Census Bureau's National Travel Survey and Censuses of Service Industries and Retail Trade. Based on benchmark data obtained from the 1982 Censuses of Service Industries and Retail Trade, the TEIM time series on travel's impact in each state have been revised. This report contains not only 1984 estimates, but revised state data for 1982 and 1983 as well.

The Data Center views the model as a continuing, evolving project producing annual estimates. It is hoped that this publication will stimulate discussion and criticism of the TEIM to promote further development and improvement. Users of these data are encouraged to communicate their reactions, both positive and negative, to the Data Center in the interests of progress in travel research.

The individual state estimates should not necessarily be viewed as substitutes for major state research projects on the impact of travel and tourism. Rather, the user should compare the methodologies and results, and draw his own conclusions regarding the validity of differing approaches and estimates.

In the Appendices, the Travel Economic Impact Model is summarized, and a glossary of terms is provided. Research sources used in producing these estimates are also listed in an appendix.

1984 TRAVEL EXPENDITURES IN THE U.S.

During 1984, Americans spent $223 billion in the U.S. on travel away from home in their own country. This includes expenditures while traveling away from home overnight or to places 100 miles or more away. The 1984 domestic total is a 12.8 percent increase over the previous year.

As indicated in Table 1, spending on meals while traveling accounted for nearly twenty-six percent of travel spending in 1984, to lead all categories. If auto and public transportation categories are combined, however, they account for more than forty percent of the total.

Traveler spending on incidentals showed the largest increase over 1983, up twenty-two percent. On the other hand, auto transportation, including automobiles, trucks, recreational vehicles and rental vehicles, declined from 1983 as gasoline prices declined and the average miles-per-gallon of the U.S. automobile fleet rose.

Table 1: Travel Expenditures in the U.S., 1984

Expenditure category	Expenditures ($ billions)	Percent of U.S. total	Percent change from 1983
Public transportation	$ 53.2	23.9	13.8%
Auto transportation	38.1	17.1	- 0.3
Lodging	35.9	16.1	12.6
Food	57.1	25.6	16.7
Entertainment and recreation	20.7	9.3	18.1
Incidentals	18.0	8.1	22.3
U.S. total	$223.0	100.0	12.8%
U.S. territories	0.9		4.6
Foreign visitor spending	11.4		- 0.2
Grand total	$235.3		12.0%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Traveler spending for hotel/motel lodging, which rose nearly thirteen percent in 1984, should be distinguished from total receipts of commercial lodging facilities. The latter includes all receipts of hotels, motels and motor hotels from rooms, food and beverages, concessions, telephone service, valet and other services to customers. The TEIM cannot distinguish meals purchased in restaurants operated by hotels and motels from those purchased in separate restaurants. Consequently, some of the food purchases estimated by the model took place in commercial lodging facilities although attributed herein to "foodservice."

This explains how changes in lodging expenditures by travelers may differ from variations in total lodging industry receipts as reported by the U.S. Bureau of the Census and other organizations. Moreover, this convention also affects TEIM estimates of travel-generated payroll and employment for lodging and foodservice.

Data were obtained from the official travel development offices in American Samoa, Guam, the Marianas, Puerto Rico and the U.S. Virgin Islands on visitor expenditures and their impact. Based on these reports, the Data Center estimates that U.S. visitors to these U.S. territories spent $868 million in 1984, up 4.6 percent from the previous year.

According to the U.S. Department of Commerce, foreign visitors spent $11,386 million while traveling in the U.S. and its territories, down 0.2 percent from the previous year. This is primarily the result of a more expensive U.S. dollar in terms of major foreign currencies and the fact that most foreign countries in 1984 were still recovering from a worldwide recession. This spending figure covers foreign traveler expenditures in the U.S., and excludes receipts of U.S. carriers for international transportation of foreign nationals.

Total U.S. residents and foreign visitors spent more than $235 billion on travel in the U.S. and its territories during 1984, for an annual increase of twelve percent. Total travel spending in the U.S. equaled 6.2 percent of the nation's gross national product (GNP) during 1984, and grew slightly faster than GNP's eleven-percent advance.

Table 2 shows U.S. travel spending in six categories by state visited during 1984. Foreign visitor expenditures for 1984 are not distributed by category due to the lack of relevant data. Table 2 comprises total spending by U.S. travelers in the fifty states and the District of Columbia, including sales and gross receipts taxes paid.

The average state enjoyed $4.4 billion in U.S. travel spending in 1984, and seventeen states exceeded this. A total of 43 states including the District of Columbia received more than one billion dollars from U.S. travelers in 1984. The top five states accounted for forty percent of U.S. travel spending.

Table 3 provides analytical information on U.S. travel spending in each state: percent change from the previous year, share of U.S. travel expenditures, and rank by volume of expenditures in each state. New Jersey experienced the largest percentage increase of any state with 26.5 percent. Thirty states in all posted double-digit advances from 1983.

One state suffered a decline in 1984: North Dakota with a four percent drop in travel expenditures. California led all other states with U.S. travel spending of nearly $29 billion in 1984, twelve percent of the total for the nation. Florida was second with nearly $18 billion, followed by New York with $16 billion in travel expenditures.

Table 2: 1984 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 179.8	$ 350.5	$ 296.4	$ 470.8
Alaska	340.4	134.1	130.5	211.7
Arizona	881.0	744.1	673.3	961.5
Arkansas	110.6	374.0	266.0	658.5
California	8,423.8	4,874.0	4,222.5	7,256.2
Colorado	1,114.6	634.0	734.8	1,202.7
Connecticut	931.7	694.5	202.7	355.4
Delaware	47.3	96.0	125.4	180.6
Florida	3,172.6	2,917.6	3,689.0	5,090.8
Georgia	846.1	1,213.7	761.9	1,258.2
Hawaii	506.5	271.5	889.9	589.9
Idaho	106.3	127.3	115.8	415.0
Illinois	3,146.3	1,254.7	973.8	1,429.2
Indiana	483.0	620.0	330.6	792.8
Iowa	324.9	407.7	192.2	526.8
Kansas	405.3	425.2	154.4	440.0
Kentucky	238.8	728.5	285.1	594.4
Louisiana	692.5	953.2	524.8	1,005.3
Maine	114.0	201.3	406.6	520.4
Maryland	1,267.6	422.2	443.2	1,092.9
Massachusetts	1,835.8	876.1	963.5	988.7
Michigan	1,461.1	1,165.5	1,145.0	1,439.8
Minnesota	1,182.9	845.0	776.4	1,261.3
Mississippi	146.6	286.2	155.2	406.3
Missouri	1,277.5	967.8	788.4	973.6
Montana	35.6	130.9	166.5	234.1
Nebraska	225.7	289.6	133.2	366.4
Nevada	504.2	605.4	1,010.7	1,074.9
New Hampshire	165.8	179.3	451.4	410.0
New Jersey	4,676.2	655.7	1,124.4	2,106.1

Table 2: 1984 U.S. Domestic Travel Expenditures For All Trips (Continued)
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 293.5	$ 267.8	$ 232.6	$ 604.2
New York	4,010.3	2,705.0	3,180.8	3,939.8
North Carolina	743.3	856.7	1,034.8	1,600.7
North Dakota	90.2	203.7	65.0	164.8
Ohio	1,694.6	1,410.4	671.8	1,642.0
Oklahoma	687.3	418.3	282.7	832.4
Oregon	388.4	431.6	299.7	751.4
Pennsylvania	2,280.8	1,389.1	1,135.6	2,160.5
Rhode Island	106.7	85.9	63.6	107.3
South Carolina	259.6	518.6	631.5	1,028.1
South Dakota	54.2	124.2	105.4	158.0
Tennessee	476.0	627.2	523.3	1,033.5
Texas	3,929.4	2,783.1	2,198.2	3,663.9
Utah	362.0	215.9	274.2	547.4
Vermont	67.5	89.6	252.8	518.3
Virginia	902.9	780.7	918.3	1,122.1
Washington	1,158.8	573.6	359.8	794.0
West Virginia	86.4	324.8	279.7	346.1
Wisconsin	395.5	605.2	729.3	1,232.7
Wyoming	83.7	164.1	161.0	210.0
District of Columbia	333.7	109.1	295.2	288.0
Total	$53,249.0	$38,130.2	$35,828.8	$57,059.2

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 2: 1984 U.S. Domestic Travel Expenditures For All Trips (Continued)
($ Millions)

State	Entertainment and Recreation	Incidental Purchases	Total
Alabama	$ 142.0	$ 180.8	$ 1,620.3
Alaska	36.0	46.1	898.8
Arizona	250.5	325.6	3,836.1
Arkansas	178.3	233.5	1,820.8
California	1,986.7	2,248.5	29,011.8
Colorado	514.8	426.8	4,627.7
Connecticut	113.0	117.8	2,415.0
Delaware	51.2	54.6	555.0
Florida	1,243.5	1,531.6	17,645.0
Georgia	366.3	404.4	4,850.5
Hawaii	113.7	145.7	2,517.1
Idaho	70.8	98.7	933.8
Illinois	461.7	488.5	7,754.2
Indiana	243.9	299.9	2,770.1
Iowa	142.5	171.6	1,765.6
Kansas	139.2	164.5	1,728.6
Kentucky	174.3	201.3	2,222.3
Louisiana	266.5	289.0	3,731.4
Maine	134.6	154.1	1,531.2
Maryland	257.1	314.4	3,797.3
Massachusetts	253.8	294.2	5,212.0
Michigan	537.4	524.3	6,273.1
Minnesota	449.9	417.3	4,932.8
Mississippi	113.6	144.4	1,252.3
Missouri	322.8	362.0	4,692.2
Montana	73.5	84.6	725.1
Nebraska	107.9	127.1	1,249.9
Nevada	3,008.5	250.8	6,454.5
New Hampshire	155.1	140.0	1,501.6
New Jersey	2,262.9	590.3	11,415.5

Table 2: 1984 U.S. Domestic Travel Expenditures For All Trips (Continued)
($ Millions)

State	Entertainment and Recreation	Incidental Purchases	Total
New Mexico	$ 161.1	$ 164.7	$ 1,723.9
New York	864.2	953.1	15,653.3
North Carolina	472.1	538.2	5,245.7
North Dakota	42.1	62.1	627.9
Ohio	463.1	537.6	6,419.5
Oklahoma	266.0	296.8	2,783.5
Oregon	201.8	224.7	2,297.4
Pennsylvania	651.6	734.7	8,352.4
Rhode Island	29.1	36.2	428.9
South Carolina	262.1	316.3	3,016.2
South Dakota	48.5	61.1	551.3
Tennessee	335.7	331.5	3,327.1
Texas	1,140.4	1,263.9	14,978.8
Utah	174.9	183.0	1,757.4
Vermont	128.9	124.0	1,181.2
Virginia	316.2	378.1	4,418.3
Washington	260.3	268.6	3,415.1
West Virginia	110.2	122.9	1,270.1
Wisconsin	486.9	399.8	3,849.5
Wyoming	82.1	77.0	777.9
District of Columbia	53.7	58.6	1,138.3
Total	$20,722.7	$17,965.5	$222,955.4

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

TABLE 3: 1984 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change

State	1984 travel expenditures ($ billions)	Change from 1983 (percent)	Share of U.S. total (percent)	Rank
Alabama	$1.620	14.2%	.73%	36
Alaska	.899	10.4	.40	45
Arizona	3.836	16.6	1.72	19
Arkansas	1.821	7.2	.82	31
California	29.012	13.1	13.02	1
Colorado	4.628	12.4	2.08	16
Connecticut	2.415	11.9	1.08	28
Delaware	.555	20.4	.25	49
Florida	17.645	9.9	7.92	2
Georgia	4.851	14.3	2.18	14
Hawaii	2.517	16.5	1.13	27
Idaho	.934	9.5	.42	44
Illinois	7.754	13.9	3.48	7
Indiana	2.770	12.8	1.24	26
Iowa	1.766	12.0	.79	32
Kansas	1.729	7.6	.78	34
Kentucky	2.222	7.2	1.00	30
Louisiana	3.731	20.7	1.67	21
Maine	1.531	15.2	.69	37
Maryland	3.797	19.3	1.70	20
Massachusetts	5.212	12.2	2.34	12
Michigan	6.273	11.9	2.82	10
Minnesota	4.933	9.7	2.21	13
Mississippi	1.252	7.2	.56	40
Missouri	4.692	10.0	2.11	15
Montana	.725	8.5	.33	47
Nebraska	1.250	8.4	.56	41
Nevada	6.455	9.9	2.90	8
New Hampshire	1.502	18.2	.67	38
New Jersey	11.416	26.5	5.12	5

TABLE 3: 1984 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change (Continued)

State	1984 travel expenditures ($ billions)	Change from 1983 (percent)	Share of U.S. total (percent)	Rank
New Mexico	$1.724	14.2%	.77%	35
New York	15.653	12.0	7.03	3
North Carolina	5.246	19.1	2.35	11
North Dakota	.628	-4.0	.28	48
Ohio	6.420	13.4	2.88	9
Oklahoma	2.784	5.0	1.25	25
Oregon	2.297	11.7	1.03	29
Pennsylvania	8.352	13.6	3.75	6
Rhode Island	.429	8.3	.19	51
South Carolina	3.016	12.0	1.35	24
South Dakota	.551	9.8	.25	50
Tennessee	3.327	7.9	1.49	23
Texas	14.979	13.1	6.72	4
Utah	1.757	17.2	.79	33
Vermont	1.181	17.2	.53	42
Virginia	4.418	13.9	1.98	17
Washington	3.415	8.0	1.53	22
West Virginia	1.270	8.1	.57	39
Wisconsin	3.849	5.6	1.73	18
Wyoming	.778	1.0	.35	46
District of Columbia	1.138	7.3	.51	43
Total U.S.	$222.955	12.7%	100.00%	

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1984 TRAVEL-GENERATED BUSINESS RECEIPTS

Travel-generated business receipts differ from travel expenditures by excluding federal, state, local and territorial retail sales, hotel occupancy, admission and other taxes collected by establishments directly from customers and paid directly to taxing authorities. These estimates are useful for comparing with business sales and receipts data published by the U. S. Department of Commerce.

In 1984, travel-related businesses in the 50 states and the District of Columbia enjoyed sales of nearly $216 billion from travelers. This is a twelve percent increase over the 1983 total.

As indicated in Table 4, the foodservice industry accounted for 25 percent of the total, more than any other industry category. Included in this total are food and beverage services in hotels and motels as well as other retail eating and drinking places. Consequently, the business receipts shown below for the lodging industry will be smaller than most published estimates because they exclude revenue from food and beverage service.

Table 4: Travel-generated Business Receipts in the U.S., 1984

Industry category	Business receipts (billions)	Percent of U.S. total	Percent of expenditures
Public transportation	$ 53.2	24.6%	99.9%
Auto transportation	37.1	17.2	97.4
Lodging	34.6	16.0	96.5
Foodservice	54.2	25.1	94.9
Entertainment and recreation	19.9	9.2	95.8
General retail trade	17.0	7.9	94.9
U.S. total	$216.0	100.0	96.9%
U.S. territories	0.8		
Foreign visitor-generated	11.0		
Grand total	$227.8		

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Overall, travel-generated business receipts comprise 97 percent of travel spending in the U.S. The balance is accounted for by retail sales taxes. Among the categories, the proportions range from 95 percent for foodservice and general retail trade to more than 99 percent for public transportation.

This indicates foodservice and retail trade are relatively highly taxed at the retail level among travel spending categories, while public transportation is taxed less at this level.

The Data Center estimates business receipts resulting from U.S. visitor spending in the U.S. territories totaled $838 million in 1984. Foreign visitor expenditures produced $11.0 billion, but these cannot currently be distributed among the business categories or the states as U.S. traveler generated receipts can.

During 1984, all travelers in the U.S. and its territories produced nearly $228 billion in sales revenue for American business firms.

Table 5 details how business receipts produced by U.S. travel expenditures are distributed among six industry categories in each of the fifty states and the District of Columbia. Businesses in the average state earned receipts of $4.2 billion in 1984.

The states' ranking generally follows that for travel expenditures. California is first in travel-generated business receipts with $28 billion. Florida is second with over $17 billion. In all, five states enjoyed more than $10 billion in these business receipts, while 43 show more than $1 billion.

At the other end of the scale, Rhode Island indicates less than $500 million in travel-generated business receipts.

Table 5: 1984 U.S. Domestic Travel-Generated Business Receipts
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 179.8	$ 338.0	$ 286.1	$ 464.3
Alaska	340.4	133.9	130.1	210.6
Arizona	879.3	735.9	649.8	907.7
Arkansas	110.6	362.5	258.7	627.1
California	8,423.8	4,598.2	4,077.0	6,845.5
Colorado	1,114.6	625.8	710.7	1,143.6
Connecticut	931.7	683.9	190.7	330.6
Delaware	47.3	95.8	122.8	180.6
Florida	3,172.6	2,879.7	3,569.4	4,848.4
Georgia	843.5	1,178.4	742.3	1,221.5
Hawaii	506.5	261.0	861.0	567.2
Idaho	106.3	126.1	114.1	398.1
Illinois	3,146.3	1,185.3	921.5	1,381.3
Indiana	483.0	587.4	312.3	742.7
Iowa	324.9	403.6	186.1	506.5
Kansas	405.3	412.4	149.3	425.1
Kentucky	238.8	724.3	273.6	566.1
Louisiana	692.5	944.0	495.6	947.1
Maine	114.0	198.6	400.7	495.6
Maryland	1,267.6	412.9	413.9	1,040.9
Massachusetts	1,835.8	862.3	930.3	941.6
Michigan	1,456.5	1,120.7	1,128.0	1,384.4
Minnesota	1,182.9	827.5	744.7	1,146.6
Mississippi	146.6	270.6	145.1	379.7
Missouri	1,277.5	956.4	769.0	926.2
Montana	35.6	130.9	166.5	234.1
Nebraska	224.9	283.0	122.7	335.4
Nevada	504.2	603.2	1,007.3	1,016.5
New Hampshire	165.8	179.3	451.4	410.0
New Jersey	4,676.2	638.1	1,089.2	2,005.8

Table 5: 1984 U.S. Domestic Travel-Generated Business Receipts (Continued)
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 291.6	$ 265.0	$ 218.6	$ 564.6
New York	3,994.8	2,580.8	3,050.8	3,682.0
North Carolina	743.3	850.7	1,015.4	1,539.1
North Dakota	90.2	202.1	62.7	158.5
Ohio	1,694.6	1,374.3	618.9	1,500.9
Oklahoma	687.3	413.3	273.7	797.4
Oregon	388.4	431.6	289.2	751.4
Pennsylvania	2,260.9	1,368.1	1,092.6	2,038.3
Rhode Island	106.7	84.3	61.1	101.3
South Carolina	259.6	513.3	612.9	983.8
South Dakota	54.2	123.0	102.3	151.1
Tennessee	476.0	618.9	490.0	964.1
Texas	3,929.4	2,751.2	2,128.3	3,493.7
Utah	360.3	212.7	263.9	518.8
Vermont	67.5	89.1	247.8	490.9
Virginia	902.9	769.2	885.1	1,068.7
Washington	1,155.8	562.9	336.9	741.9
West Virginia	86.4	309.3	274.2	329.6
Wisconsin	394.4	599.1	714.3	1,174.0
Wyoming	83.5	163.6	156.7	202.7
District of Columbia	333.7	107.3	269.3	266.6
Total	$53,196.0	$37,149.4	$34,584.7	$54,150.1

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 5: 1984 U.S. Domestic Travel-Generated Business Receipts (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
Alabama	$ 134.7	$ 171.6	$ 1,574.5
Alaska	35.8	45.9	896.7
Arizona	236.5	307.3	3,716.5
Arkansas	169.8	222.3	1,751.1
California	1,981.8	2,121.2	28,047.4
Colorado	489.4	405.9	4,489.9
Connecticut	107.6	109.6	2,354.1
Delaware	51.2	54.6	552.2
Florida	1,184.3	1,458.7	17,113.0
Georgia	355.7	392.6	4,733.9
Hawaii	109.3	140.1	2,445.1
Idaho	67.9	94.7	907.2
Illinois	461.7	463.2	7,559.3
Indiana	228.4	280.9	2,634.8
Iowa	137.0	165.0	1,723.1
Kansas	134.5	158.9	1,685.6
Kentucky	174.3	191.7	2,168.8
Louisiana	251.1	272.3	3,602.5
Maine	134.6	146.8	1,490.4
Maryland	257.1	299.4	3,691.7
Massachusetts	253.8	280.2	5,103.9
Michigan	516.7	504.2	6,110.5
Minnesota	409.0	379.4	4,690.0
Mississippi	107.2	134.9	1,184.2
Missouri	307.1	344.4	4,580.6
Montana	73.5	84.6	725.1
Nebraska	98.7	116.4	1,181.2
Nevada	2,751.2	237.2	6,119.6
New Hampshire	155.1	140.0	1,501.6
New Jersey	2,165.4	562.2	11,136.9

Table 5: 1984 U.S. Domestic Travel-Generated Business Receipts (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
New Mexico	$ 150.6	$ 153.9	$ 1,644.3
New York	807.7	890.8	15,006.9
North Carolina	472.1	517.5	5,138.1
North Dakota	40.5	59.8	613.7
Ohio	463.1	491.4	6,143.3
Oklahoma	254.8	284.3	2,710.8
Oregon	201.8	224.7	2,286.9
Pennsylvania	651.6	693.2	8,104.5
Rhode Island	29.1	34.1	416.6
South Carolina	250.8	302.7	2,923.2
South Dakota	48.5	58.5	537.5
Tennessee	313.3	309.3	3,171.6
Texas	1,095.2	1,205.2	14,603.0
Utah	165.8	173.5	1,695.0
Vermont	123.9	119.2	1,138.5
Virginia	301.2	363.5	4,290.6
Washington	243.2	251.0	3,291.6
West Virginia	105.0	117.1	1,221.5
Wisconsin	463.7	380.8	3,726.3
Wyoming	79.2	74.4	760.1
District of Columbia	50.7	55.3	1,082.8
Total	$19,852.0	$17,045.9	$215,978.1

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1984 TRAVEL-GENERATED PAYROLL INCOME

Domestic travel spending by U.S. residents directly generated over $47 billion in wage and salary, or payroll, income during 1984. This was a fourteen percent increase over the previous year and exceeded the increase in total U.S. wage and salary disbursements (9.5 percent). Table 6 shows the distribution of payroll income directly generated by travel spending in the states among broad industry categories.

Payroll generated by travel spending in foodservice facilities accounted for 29 percent of the total, followed by public transportation with nearly 28 percent. Travel arrangement, general retail trade, and auto transportation accounted for the smallest proportions of the industry categories shown.

On the other hand, general retail trade posted the highest growth rate in travel-generated payroll, up 22.5 percent from 1984. Travel arrangement, comprising travel agents and tour operators also showed a robust growth rate of twenty percent.

Table 6: Travel-generated Payroll in the U.S., 1984

Industry category	Payroll ($billions)	Percent of U.S. total	Percent change from 1983
Public transportation	$13.3	28.1%	8.1%
Auto transportation	2.5	5.2	2.1
Lodging	8.4	17.8	16.2
Foodservice	13.6	28.8	18.1
Entertainment and recreation	5.3	11.2	19.6
General retail trade	2.2	4.6	22.5
Travel arrangement	2.0	4.2	19.9
U.S. total	$47.2	100.0	14.3%
U.S. territories	0.2		
Foreign visitor-generated	2.6		3.4%
Grand total	$50.0		13.4%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

U.S. travelers in our territories generated $202 million in wage and salary income, according to information supplied to the Data Center. Foreign visitors in the states and territories accounted for $2.63 billion in U.S. payroll.

Total U.S. wage and salary income directly generated by spending of all travelers in the states and territories reached $50 billion in 1984, an increase of thirteen percent from the previous year. This exceeds the growth rate for total U.S. wage and salary disbursements in 1984.

A dollar of travel spending generates different amounts of payroll income in different sectors of the travel industry depending on labor content of the service and the wage structure. For example, public transportation accounts for 24 percent of travel spending but 28 percent of travel-generated payroll. This reflects the relatively high wage structure in public transportation and the importance of labor in producing this service.

Auto transportation, on the other hand, requires little labor per dollar of receipts, and gasoline service station employees receive relatively low wages. Consequently, auto transportation comprises more than seventeen percent of U.S. travel spending but only five percent of travel-generated payroll.

On the average, one dollar in travel spending directly generated 21 cents in wage and salary income during 1984. The ratio of payroll to employment for all travel-generated jobs in the U.S. was $10,625 per job, an increase of one percent over 1983. The average ranged from $24,645 in public transportation to $6,661 per job in foodservice. These figures reflect both the average hourly wage in each sector and the number of hours worked per job per year. Foodservice and lodging employment have relatively low payroll-per-job averages, primarily due to the seasonal nature of the business and part-time status of many of the jobs.

Table 7 displays payroll income generated by U.S. travelers in each of the 50 states and the District of Columbia during 1984.

The average state benefitted from $925 million in U.S. travel-generated wage and salary income, up fourteen percent from 1983. California led all states with more than $6.4 billion of this income, followed by Florida with $3.6 billion. Thirteen states show more than one billion dollars of this wage and salary income.

Rhode Island indicated less than $100 million in travel-generated payroll for 1984, the lowest level among all states.

Table 7: 1984 U.S. Travel-Generated Payroll ($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 42.6	$ 20.7	$ 63.4	$ 106.7
Alaska	84.3	12.0	32.2	56.9
Arizona	222.4	47.4	164.3	233.3
Arkansas	27.1	22.7	54.4	152.3
California	2,083.4	323.9	1,008.0	1,774.4
Colorado	270.8	42.5	167.8	301.1
Connecticut	248.7	48.0	54.9	83.1
Delaware	31.2	6.1	23.1	43.8
Florida	741.1	194.3	821.7	1,209.3
Georgia	199.8	71.9	203.4	304.6
Hawaii	98.9	27.2	239.3	143.0
Idaho	23.6	7.8	27.4	99.3
Illinois	811.8	82.1	268.8	332.7
Indiana	148.7	35.7	90.1	185.5
Iowa	81.5	28.7	47.1	122.9
Kansas	95.6	26.0	40.4	108.2
Kentucky	60.3	42.0	70.4	136.8
Louisiana	176.7	58.9	137.7	244.0
Maine	28.3	14.4	70.7	121.1
Maryland	338.5	30.1	97.5	251.3
Massachusetts	437.8	57.0	213.6	231.2
Michigan	357.6	64.7	227.8	342.9
Minnesota	284.5	48.6	170.4	308.0
Mississippi	36.1	17.6	40.6	92.2
Missouri	312.4	62.5	179.7	234.2
Montana	7.2	8.6	38.8	55.6
Nebraska	57.2	19.8	32.9	81.9
Nevada	126.6	41.2	326.8	276.8
New Hampshire	42.2	11.6	78.3	101.3
New Jersey	1,233.6	55.4	249.7	470.6

Table 7: 1984 U.S. Travel-Generated Payroll ($ Millions) (Continued)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 75.0	$ 17.5	$ 54.1	$ 137.8
New York	966.6	180.7	726.0	950.8
North Carolina	189.1	52.9	205.5	381.2
North Dakota	22.2	13.3	16.2	37.9
Ohio	405.4	86.3	181.8	371.6
Oklahoma	175.1	27.3	63.7	199.7
Oregon	90.6	28.5	72.2	190.6
Pennsylvania	617.8	87.2	263.8	485.7
Rhode Island	30.5	6.1	14.7	25.7
South Carolina	63.4	29.7	133.1	233.3
South Dakota	13.2	7.2	22.2	37.3
Tennessee	117.0	37.0	123.8	243.8
Texas	938.6	188.7	509.4	888.3
Utah	90.1	14.9	65.5	131.3
Vermont	15.2	6.1	47.6	125.3
Virginia	221.2	57.0	218.3	269.3
Washington	273.2	35.8	103.0	195.6
West Virginia	20.3	19.4	56.6	81.5
Wisconsin	87.4	35.0	146.4	295.8
Wyoming	20.4	6.7	35.0	51.1
District of Columbia	126.1	8.4	92.8	76.1
Total	$13,268.9	$2,475.2	$8,392.7	$13,614.6

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 7: 1984 U.S. Travel-Generated Payroll ($ Millions) (Continued)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	$ 30.9	$ 22.8	$ 8.8	$ 295.9
Alaska	6.8	5.3	12.7	210.2
Arizona	60.3	40.9	27.4	796.0
Arkansas	39.0	27.0	5.1	327.6
California	578.3	268.6	340.9	6,377.5
Colorado	123.9	52.9	34.5	993.4
Connecticut	31.4	13.0	42.9	522.1
Delaware	11.8	6.2	3.1	125.4
Florida	349.0	187.7	118.6	3,621.6
Georgia	75.3	49.6	37.0	941.5
Hawaii	29.9	17.1	49.1	604.5
Idaho	16.4	12.2	4.6	191.4
Illinois	137.7	59.0	122.1	1,814.1
Indiana	57.6	36.4	16.1	570.2
Iowa	27.3	21.5	9.3	338.2
Kansas	32.1	20.6	17.4	340.4
Kentucky	46.5	24.1	7.3	387.3
Louisiana	49.3	35.5	14.9	717.0
Maine	34.1	15.6	2.9	287.0
Maryland	69.0	37.5	28.2	852.1
Massachusetts	57.8	31.6	100.3	1,129.3
Michigan	132.2	63.3	51.5	1,240.1
Minnesota	107.1	45.5	38.9	1,002.9
Mississippi	27.1	16.5	4.2	234.2
Missouri	76.2	43.1	40.3	948.4
Montana	15.7	11.1	3.7	140.7
Nebraska	23.2	14.2	7.7	236.9
Nevada	866.4	34.1	13.6	1,685.6
New Hampshire	41.6	14.9	6.2	296.2
New Jersey	608.0	66.6	82.3	2,766.3

Table 7: 1984 U.S. Travel-Generated Payroll ($ Millions) (Continued)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	$ 38.6	$ 19.9	$ 6.1	$ 349.0
New York	177.3	109.7	244.8	3,355.8
North Carolina	102.1	68.3	18.5	1,017.7
North Dakota	9.4	7.2	2.1	108.1
Ohio	121.3	64.8	42.3	1,273.6
Oklahoma	59.8	35.0	13.3	574.0
Oregon	51.8	27.7	18.0	479.5
Pennsylvania	157.8	86.0	75.0	1,773.4
Rhode Island	7.1	4.1	7.0	95.2
South Carolina	59.3	41.1	7.8	567.8
South Dakota	11.0	7.3	2.6	100.7
Tennessee	86.2	40.3	17.8	666.0
Texas	255.9	154.2	126.0	3,061.1
Utah	34.5	21.8	11.2	369.4
Vermont	34.3	13.3	3.3	245.2
Virginia	72.1	44.9	34.0	916.8
Washington	63.8	34.4	56.9	762.7
West Virginia	26.6	15.1	2.0	221.3
Wisconsin	138.5	47.2	27.7	778.0
Wyoming	18.7	9.6	2.3	143.7
District of Columbia	10.8	7.8	19.6	341.7
Total	$5,298.9	$2,154.4	$1,989.9	$47,194.7

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1984 TRAVEL-GENERATED EMPLOYMENT

U.S. travel expenditures on domestic trips directly generated 4.5 million jobs during 1984, a 12.7 percent increase from 1983. This contrasts with a 0.2 percent increase the previous year. Table 8 displays the distribution of these jobs among major travel industry categories.

Foodservice accounted for nearly one-half of all travel-generated jobs in 1984. As discussed in earlier sections, a portion of this employment occurs in hotels and other lodging places rather than individual eating and drinking places and is often included in measures of total lodging employment.

Lodging while traveling away from home provided over eight hundred thousand jobs, the second largest of any category listed. Lodging accounts for more travel-generated emloyment than all transportation components combined.

Table 8: Travel-generated Employment in the U.S., 1984.

Industry category	Employment (thousands)	Percent of U.S. total	Percent change from 1983
Public transportation	538	12.0%	9.5%
Auto transportation	213	4.7	- 1.9
Lodging	832	18.5	11.6
Foodservice	2,095	46.6	15.1
Entertainment and recreation	479	10.7	13.4
General retail trade	200	4.5	18.2
Travel arrangement	137	3.0	13.7
U.S. total	4,493	100.0%	12.7%
U.S. territories	20		
Foreign visitor-generated	261		0.7%
Grand total	4,774		11.9%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Employment in general retail trade increased 18.2 percent to lead all components. Foodservice showed the next largest rate of increase. On the other hand, auto transportation employment declined 1.9 percent. The spending of U.S. travelers in U.S. territories produced 20 thousand jobs. Foreign visitors to the U.S. accounted for 261 thousand U.S. jobs, an increase 0.7 percent from 1983 estimates.

In all, travel expenditures in the U.S. generated 4.8 million full- and part-time jobs for American residents during 1984, five percent of total nonagricultural employment in the nation. The increase of 11.9 percent from 1983 was considerably stronger than the overall U.S. employment increase of 4.3 percent.

The increase in the number of U.S. jobs attributable to travel spending in 1984 is not necessarily a net addition to the nation's employment. The increase is the sum of additional jobs created by rising travel activity and existing jobs that are now serving travel demand rather than local demand.

For example, an increase in foodservice employment in a state can be comprised of a net increase in restaurant jobs due to more travelers purchasing meals, plus an increase in the number of existing workers serving tourists rather than local residents.

The ratio of travel expenditures to the jobs directly generated by them indicates the average amount of this spending required to directly support one job in the travel industry. The ratio for 1984 is $49,623, up 0.1 percent from the previous year. This magnitude changes each year in response to changes in wage rates, the full-time/part-time/seasonal employment mix in the industry, and the distribution of travel spending among the industry components.

Table 9 offers perspectives on the importance of travel-generated employment in each of the states and the District of Columbia. U.S. resident domestic travel spending generated 4.7 percent of total nonagricultural payroll employment in this country during 1984.

Nevada is the state most dependent on travel and tourism for its jobs with more than thirty percent of total jobs directly attributable to U.S. travel spending. Two other states also show double-digit shares of total employment attributable to travel: Vermont and Hawaii.

At the other end of the spectrum, Alabama, Connecticut, and Rhode Island have less than three percent of their total payroll employment attributable to U.S. travel spending in 1984.

The importance of travel-generated employment in the states' economies is also highlighted in the column showing the rank of this employment as a single industry among all industries in each state in 1984. Total U.S. travel-generated employment is compared to each two-digit industry as defined under the Standard Industrial Classification (SIC) system. Agriculture and government are excluded due to lack of comparable data. For further discussion of this method, see Frechtling (1977) as listed in Appendix D.

U.S. travel away from home in 1984 directly generated more jobs than any other private industry in 13 states and is among the top three employers in 39 states. As Table 9 shows, in no state does travel place lower than thirteenth among the 69 private major industry groups for which consistent employment data are available.

For the U.S. overall, employment directly generated by U.S. travel ranked second only to the health services industry. Appendix C contains a listing of the industry groups that exceeded travel in producing jobs during 1984, by state.

Table 10 shows employment in each of the fifty states and the District of Columbia directly attributable to U.S. travel spending in 1984. California, with more than one-half million travel-generated jobs, leads all states with nearly twelve percent of the total. Florida follows with eight percent. In all, 13 states enjoyed more than one hundred thousand travel-generated jobs in 1984, while the average was 88 thousand jobs.

At the other end of the scale, Rhode Island has the fewest jobs attributable to travel spending during 1984, with nine thousand jobs. Five states in all have fewer than twenty thousand such jobs in 1984.

Employment directly attributable to travel spending increased in all states but North Dakota during 1984, while total non-agricultural payroll employment increased in all but Hawaii.

Nationally, payroll employment increased at a rate only one-third as fast as travel. California experienced the largest absolute increase in travel-generated employment of 63 thousand jobs.

North Dakota suffered a drop of five percent in travel-generated employment, the largest relative decline of any state.

Table 9: Travel-Generated Employment, Share Of Total Employment And Rank Among Private Industries, By State, 1984

State	Travel-generated employment (thousands)	Share of total payroll employment (percent)	Travel-generated employment rank
Alabama	35.9	2.6%	5
Alaska	12.2	5.4	1
Arizona	81.9	6.9	1
Arkansas	45.1	5.8	2
California	521.6	4.9	3
Colorado	96.8	6.9	1
Connecticut	39.9	2.6	11
Delaware	14.4	5.1	3
Florida	364.6	8.7	1
Georgia	95.6	3.9	5
Hawaii	52.6	12.7	1
Idaho	29.1	8.8	1
Illinois	138.1	3.0	7
Indiana	66.3	3.1	5
Iowa	47.6	4.4	2
Kansas	40.2	4.2	3
Kentucky	46.2	3.8	3
Louisiana	74.7	4.7	3
Maine	36.0	8.1	2
Maryland	79.7	4.4	3
Massachusetts	89.5	3.1	5
Michigan	123.1	3.6	6
Minnesota	105.9	5.8	2
Mississippi	30.9	3.8	3
Missouri	90.0	4.4	2
Montana	20.5	7.3	2
Nebraska	31.7	5.0	2
Nevada	134.8	31.6	1
New Hampshire	34.4	7.8	1
New Jersey	207.2	6.2	1

Table 9: Travel-Generated Employment, Share Of Total Employment And Rank Among Private Industries, By State, 1984 (Continued)

State	Travel-generated employment (thousands)	Share of total payroll employment (percent)	Travel-generated employment rank
New Mexico	43.1	8.6%	1
New York	260.1	3.4	3
North Carolina	118.5	4.6	2
North Dakota	14.9	5.9	2
Ohio	131.7	3.1	8
Oklahoma	58.4	4.9	3
Oregon	56.7	5.6	3
Pennsylvania	177.5	3.8	2
Rhode Island	9.3	2.2	13
South Carolina	72.4	5.7	2
South Dakota	15.4	6.2	2
Tennessee	72.0	4.0	2
Texas	266.6	4.1	4
Utah	43.2	7.2	1
Vermont	31.3	14.6	1
Virginia	91.9	3.9	3
Washington	68.0	4.1	5
West Virginia	27.6	4.6	3
Wisconsin	105.7	5.4	2
Wyoming	18.8	9.2	1
District of Columbia	23.2	3.8	4
Total U.S.	4,493.0	4.7%	2

Note: details may not add to totals due to rounding
Source: U.S. Travel Data Center

Table 10: 1984 U.S. Travel-Generated Employment (Thousands) (Continued)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	2.3	1.8	8.1	17.3
Alaska	3.0	0.7	2.3	4.7
Arizona	10.3	4.0	17.2	38.0
Arkansas	1.7	2.3	6.8	26.4
California	72.8	21.9	91.6	249.6
Colorado	9.7	3.3	17.4	48.2
Connecticut	10.8	4.2	5.8	12.1
Delaware	1.9	0.5	2.2	7.4
Florida	31.2	17.1	83.0	178.2
Georgia	6.8	6.1	21.1	47.4
Hawaii	4.3	2.6	18.2	19.6
Idaho	1.6	0.8	3.5	19.1
Illinois	28.0	6.2	26.8	51.0
Indiana	7.3	3.2	11.6	32.6
Iowa	4.7	2.9	7.0	25.3
Kansas	5.1	2.3	5.8	19.3
Kentucky	2.9	4.4	9.1	21.3
Louisiana	8.0	5.6	15.0	37.2
Maine	1.7	1.6	7.4	19.3
Maryland	18.0	2.4	9.8	36.9
Massachusetts	16.8	4.8	19.5	33.9
Michigan	14.8	5.3	22.6	58.3
Minnesota	9.9	4.3	18.0	55.2
Mississippi	2.0	1.7	5.5	16.0
Missouri	11.1	5.6	19.0	40.3
Montana	0.4	0.9	5.4	10.1
Nebraska	3.1	1.9	4.9	16.1
Nevada	6.0	3.7	23.1	37.4
New Hampshire	2.4	1.2	7.1	16.9
New Jersey	55.9	3.8	16.2	64.7

Table 10: 1984 U.S. Travel-Generated Employment (Thousands) (Continued)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	4.1	1.7	7.0	23.1
New York	34.7	14.4	56.6	118.7
North Carolina	8.0	4.8	21.9	64.4
North Dakota	1.2	1.3	2.6	7.3
Ohio	18.4	7.4	22.3	61.6
Oklahoma	7.0	2.3	8.0	31.0
Oregon	4.2	2.5	9.1	31.4
Pennsylvania	26.8	8.6	29.6	83.2
Rhode Island	1.4	0.6	1.5	4.2
South Carolina	3.4	3.0	15.2	38.9
South Dakota	0.7	0.7	3.4	7.8
Tennessee	4.9	3.4	12.4	37.8
Texas	35.6	15.1	50.4	121.6
Utah	3.7	1.4	7.6	23.8
Vermont	0.9	0.7	4.5	19.7
Virginia	7.6	4.9	23.3	41.6
Washington	8.9	3.2	11.2	31.5
West Virginia	1.3	1.9	5.7	13.6
Wisconsin	4.4	3.5	17.2	56.7
Wyoming	1.2	0.6	4.6	8.8
District of Columbia	5.4	0.7	6.4	8.5
Total	538.4	212.8	831.7	2,094.9

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 10: 1984 U.S. Travel-Generated Employment (Thousands) (Continued)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	3.3	2.3	0.7	35.9
Alaska	0.6	0.3	0.7	12.2
Arizona	6.4	3.8	2.2	81.9
Arkansas	5.0	2.5	0.4	45.1
California	37.3	22.2	23.2	521.6
Colorado	10.5	5.0	2.7	96.8
Connecticut	2.9	1.2	3.0	39.9
Delaware	1.5	0.7	0.2	14.4
Florida	28.9	17.6	8.6	364.6
Georgia	7.5	4.4	2.3	95.6
Hawaii	2.9	1.4	3.7	52.6
Idaho	2.6	1.3	0.4	29.1
Illinois	13.0	5.0	8.2	138.1
Indiana	6.8	3.7	1.2	66.3
Iowa	4.6	2.4	0.8	47.6
Kansas	4.3	2.2	1.3	40.2
Kentucky	5.3	2.6	0.6	46.2
Louisiana	4.5	3.4	1.0	74.7
Maine	4.2	1.6	0.3	36.0
Maryland	6.8	3.7	2.0	79.7
Massachusetts	5.1	3.0	6.4	89.5
Michigan	12.9	5.7	3.6	123.1
Minnesota	11.7	4.3	2.7	105.9
Mississippi	3.7	1.7	0.4	30.9
Missouri	7.3	4.0	2.7	90.0
Montana	2.1	1.2	0.4	20.5
Nebraska	3.6	1.5	0.6	31.7
Nevada	60.7	2.8	1.1	134.8
New Hampshire	4.7	1.6	0.5	34.4
New Jersey	54.8	6.3	5.5	207.2

Table 10: 1984 U.S. Travel-Generated Employment (Thousands) (Continued)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	4.5	2.0	0.5	43.1
New York	11.5	9.2	15.0	260.1
North Carolina	11.5	6.7	1.3	118.5
North Dakota	1.5	0.8	0.2	14.9
Ohio	12.6	6.2	3.2	131.7
Oklahoma	6.0	3.2	1.0	58.4
Oregon	5.7	2.3	1.5	56.7
Pennsylvania	15.3	8.3	5.7	177.5
Rhode Island	0.8	0.4	0.5	9.3
South Carolina	6.7	4.4	0.6	72.4
South Dakota	1.8	0.8	0.2	15.4
Tennessee	8.3	4.0	1.2	72.0
Texas	22.6	13.2	8.1	266.6
Utah	3.7	2.1	0.9	43.2
Vermont	4.1	1.3	0.2	31.3
Virginia	7.7	4.5	2.3	91.9
Washington	6.3	2.8	4.0	68.0
West Virginia	3.3	1.6	0.2	27.6
Wisconsin	16.7	5.0	2.1	105.7
Wyoming	2.3	1.0	0.2	18.8
District of Columbia	0.6	0.5	1.1	23.2
Total	478.5	199.7	136.9	4,493.0

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1984 TRAVEL-GENERATED TAX RECEIPTS

Travel expenditures and the business and personal income they generate produce tax revenue for federal, state and local governments. U.S. travelers directly generated over $27 billion in tax revenue during 1984, up fourteen percent from 1983.

Table 11 shows the distribution of 1984 travel-generated tax revenue among levels of government. The federal government accounted for more than one-half of the tax revenue earned from travel spending during 1984. State governments received over one-third, while local governments garnered eleven percent.

Table 11: Travel-generated Tax Receipts in the U.S., 1984

Level of government	Tax receipts (billions)	Percent of U.S. total	Percent change from 1983
Federal	$14.7	53.6%	6.0%
State	9.8	35.5	30.1
Local	3.0	10.9	9.1
U.S. total	$27.5	100.0%	13.9%
U.S. territories	*		
Foreign visitor-generated	1.4		-13.8
Grand total	$28.9		12.5%

* less than $0.05 billion
Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

It is interesting to compare this distribution with that for all tax revenue in the U.S. In fiscal 1984, the federal government accounted for 58 percent of all taxes collected in the U.S., more than its share of travel-generated taxes. Similarly, local governments collected 18 percent of all taxes for the year, more than their share of taxes from travel.

States, on the other hand, accounted for less than one-quarter of all tax collections, compared to their one-third share of travel-generated taxes. This indicates that state governments are considerably more aggressive in taxing travel-related activities than the federal government or local governments.

The 13.9-percent increase in travel-generated tax revenue for all governments in 1984 was considerably faster than the growth in total tax revenue. The large increases in tax revenue are mainly due to changes in state tax rates. State tax revenue increased eleven percent nationally, somewhat slower than travel-generated tax revenue.

Local government total tax revenue grew 9.5 percent in 1984, far below the 0.4 percent above the growth in travel generated tax revenue.

During 1984, each dollar of travel spending in the U.S. generated 6.6 cents in federal tax revenue, 5.4 cents in state tax revenue, and 1.3 cents in local taxes, for a total of 13.3 cents.

Overall, 1984 travel-generated tax receipts accounted for 2.1 percent of all tax revenue in America. The federal government received 2.0 percent of its tax collections from travel. State governments earned 3.1 percent and local governments, 1.2 percent, of all tax receipts from travel activity. This suggests states are considerably more dependent on travel and tourism for their tax revenue than other levels of government.

Based upon information supplied by territorial governments, the Data Center estimates that U.S. visitors to the territories generated $35 million in tax revenue. Foreign visitors produced over $1.4 billion in tax revenue during 1984. The Data Center estimates that federal tax revenue generated by foreign visitor spending in the U.S. totaled $718 million for the year.

All told, U.S. and foreign travelers in the fifty states, the District of Columbia and the U.S. territories generated $29 billion in tax revenue for U.S. governments, 2.2 percent of all tax collections in 1984. These state and local tax receipts are the product of the tax structures prevailing in the individual states and travel spending patterns in those states.

Table 12 shows estimates of tax receipts generated by U.S. travelers in each of the states and the District of Columbia, by level of government, in 1984.

California led all other states with a total of $3.5 billion in travel-related tax collections. Florida was second, while New York was in third place. South Dakota showed the least amount of tax revenue attributable to travel in 1984, with only $50 million.

Table 12: 1984 U.S. Travel-Generated Tax Revenue ($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
Alabama	$ 75	$ 61	$ 18	$ 153
Alaska	67	24	9	101
Arizona	215	172	40	427
Arkansas	76	85	18	179
California	1,977	1,068	472	3,517
Colorado	348	144	82	574
Connecticut	230	117	21	368
Delaware	48	12	2	62
Florida	947	1,796	95	2,838
Georgia	283	190	23	496
Hawaii	134	105	13	252
Idaho	48	40	5	94
Illinois	672	245	118	1,035
Indiana	176	147	47	370
Iowa	88	76	14	177
Kansas	101	69	17	186
Kentucky	111	104	6	221
Louisiana	218	170	66	454
Maine	61	64	11	136
Maryland	315	139	46	499
Massachusetts	386	199	41	625
Michigan	466	283	57	806
Minnesota	360	259	132	751
Mississippi	53	81	12	147
Missouri	358	138	42	538
Montana	31	17	7	55
Nebraska	74	52	50	176
Nevada	399	274	132	806
New Hampshire	75	19	15	109
New Jersey	951	360	121	1,432

Table 12: 1984 U.S. Travel-Generated Tax Revenue ($ Millions) (Continued)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
New Mexico	$ 86	$ 64	$ 42	$ 191
New York	1,255	642	425	2,322
North Carolina	267	165	48	479
North Dakota	30	32	3	65
Ohio	458	248	177	884
Oklahoma	179	76	35	290
Oregon	127	43	34	204
Pennsylvania	581	370	64	1,015
Rhode Island	28	20	4	52
South Carolina	129	147	13	289
South Dakota	24	21	5	50
Tennessee	182	151	55	389
Texas	1,015	442	166	1,624
Utah	95	77	22	194
Vermont	49	58	11	118
Virginia	235	143	72	450
Washington	234	157	23	414
West Virginia	49	75	4	128
Wisconsin	195	206	30	430
Wyoming	36	22	13	71
District of Columbia	111	82	13	206
Total	$14,708	$9,750	$2,991	$27,450

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

APPENDICES

TRAVEL ECONOMIC IMPACT MODEL

Introduction

The Travel Economic Impact Model (TEIM) was developed by the U.S. Travel Data Center to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model built upon estimates of 16 travel expenditure categories, their impact on 16 types of travel-related businesses at the retail level, and the business receipts, employment, personal income, and tax receipts that result.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. While the benchmark model estimates are primarily based on data gathered by the U.S. Bureau of the Census in 1977, they have been updated to provide estimates for succeeding years.

The TEIM has been used to develop estimates of 1977 and subsequent year's travel expenditures and the effect of these expenditures on employment, payroll and tax revenue in each of the 50 states and the District of Columbia. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level. The county-level estimates discussed in this report are derived from this component.

The estimates of economic impact contained herein were developed through a dBaseII computer program designed by the staff of the U.S. Travel Data Center and operated on the Data Center's QDP 300 computer.

Definition of Terms

There is no commonly-accepted definition of travel in use at this time. However, the industry appears to be converging on the concept that travel involves all activity related to trips to places outside the traveler's home area, or more specifically, places 50 miles or more away from home, except for commuting to and from work.[1] However, the principal data sources for measuring travel activity levels, the U.S. Census Bureau's 1972 and 1977 National Travel Surveys and economic censuses, used different definitions. Since these are the only comprehensive, large-sample survey sources of the travel activity in the U.S., the definitions of travel in these surveys are adopted for the purposes of this report.

For the purposes of the estimates herein, "travel" is defined as activities associated with all overnight trips away from, and day trips to places 100 miles or more away from the traveler's origin. This definition is largely coterminous with the 50 mile definition, but each definition excludes activity included by the other. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes trips to places 50 to 100 miles away from home. The 50 miles definition excludes overnight trips to places less than 50 miles away from home, but includes day trips of one-way distances 50 to 100 miles. Given these differences, it appears a priori that the total volume of expenditures associated with each definition is quite similar.

The word "tourism" is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition which limits tourism to personal or pleasure travel.

The "travel industry," as used herein, refers to the collection of 16 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Appendix B: Glossary of Terms). These business types are defined by the Office of Management and Budget in its system of Standard Industrial Classifications (SIC).[2] In each case, the relevant SIC code is included.

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[1] See National Tourism Resources Review Commission, Destination U.S.A., Volume 2: Domestic Tourism, U.S. Government Printing Office, Washington, D.C., 1973, pp.4-5; Frechtling, Douglas C., "Proposed Standard Definitions and Classifications for Travel Research," Marketing Travel and Tourism, Seventh Annual Conference Proceedings, The Travel Research Association, Salt Lake City, 1976, pp. 59-73.

[2] Office of Management and Budget, U.S. Executive Office of the President, Standard Industrial Classification Manual, 1972, U.S. Government Printing Office, Washington, D.C., 1973, 649 pp.

A "travel expenditure" is assumed to take place whenever a traveler exchanges money for an activity considered part of his trip. Total travel expenditures are broken down into 16 separate categories representing traveler purchases of goods and services at the retail level. Travel expenditures are allocated among states and counties by simulating where the exchange of money for goods or services actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his destination, and some enroute.

"Economic impact" is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. "Payroll" includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the 1977 Census of Service Industries.[3]

"Employment" represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment.[4] "Tax revenues" include corporate income, individual income, sales and gross receipts, and excise taxes by level of government.[5] "Business receipts" reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

A more complete set of definitions appears in Appendix B: Glossary of Terms.

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[3] U.S. Bureau of the Census, Census of Service Industries, 1977, Area Series, United States, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[4] U.S. Department of Labor, Handbook of Labor Statistics, 1975, U.S. Government Printing Office, Washington, D.C., 1975, pp. 4-6.

[5] Advisory Commission on Intergovernmental Relations, State-local Finances: Significant Features and Suggested Legislation, 1972, U.S. Government Printing Office, Washington, D.C., 1972, passim, and later editions.

Description of the Model[6]

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights away from home spent by type of accommodation) are available from the 1977 National Travel Survey.[7] Through the TEIM's National Travel Expenditure Component (NTEC), the activity levels for trips to places within the United States are combined with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 16 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in commercial lodging in Maryland is multiplied by the average cost per night per travel party of staying in a commercial lodging facility in Maryland to obtain the estimate of traveler expenditures for hotel, motel and tourist court accommodations.

The expenditure data resulting from the NTEC cover only those trips to places 100 miles or more away from home, the basic trip definition used in the 1977 National Travel Survey (NTS). Consequently, these results understate U.S. travel expenditures on all overnight trips and day-trips of 100 miles for two reasons. First, only 100-mile trips are included in the 1977 NTS and the expenditure estimates based upon it. Second the 1977 NTS may have underestimated travel activity, with resulting expenditure estimates based upon it underestimated as well.

In order to correct for these potential sources of underestimation, the results of the NTEC for each state are calibrated using estimates provided by the U.S. Census Bureau's 1977 Census of Service Industries (CSI).[8] The NTEC estimates of traveler spending for commercial accommodations are compared to the CSI estimates of hotel/motel receipts from room rentals, and the state travel expenditure extimates for each category are adjusted by the ratio of the CSI estimates of hotel/motel room rental receipts in a state to the NTEC estimates of travel spending on commercial accommodations in the state. The results are adjusted travel expenditures in each of the 16 categories for each state which represent expenditures on overnight trips away from home, and day trips to places 100 miles or more away from home.

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[6] For a detailed description of the TEIM, including equations and data sources, see Frechtling, Douglas C., et. al., Travel Economic Impact Model, Volume I: Final Economic Analysis Methodology, U.S. Travel Data Center, Washington, D.C., 1975, 108 pp.

[7] U.S. Bureau of the Census, 1977 Census of Transportation, National Travel Survey, U.S. Government Printing Office, Washington, D.C., 1979, 362 pp.

[8] U.S. Bureau of the Census, 1977 Census of Service Industries, Geographic Area Series, U.S. Government Printing Office, Washington, D.C., 1979.

The Economic Impact Component of the TEIM estimates travel-generated business receipts, employment, and payroll. Basically, the 16 types of travel expenditures are associated with 16 different types of travel-related businesses. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel-generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in Maryland commercial lodging establishments is multiplied by traveler-generated business receipts of these establishments to obtain traveler-generated employment in commercial lodging. A similar process is used for the payroll estimates.

The Fiscal Impact Component of the TEIM is used to estimate traveler-generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state is then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Maryland State personal income tax collections to payroll in the state is applied to total travel-generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Maryland.

The 1977 benchmark estimates of travel expenditures, and travel-generated employment, payroll and federal, state and local tax revenue, are up-dated for each successive year. Data from the U.S. Bureau of the Census, the Federal Aviation Administration, the Civil Aeronautics Board, Amtrak, the American Bus Association, the Federal Highway Administration, state revenue departments, the Data Center's National Travel Survey and other sources are used for this purpose. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to lack of sufficient data. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquets, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiiing, underwater diving, etc.). Although the magnitude of these purchases in preparation for a trip cannot be quantified, it is probably significant relative to overall travel expenditures.

The second type of spending not covered due to lack of sound, relevant data is the purchase of major consumer durables generally related to outdoor recreation on trips. While recreational vehicles (campers, motor homes, trailers and mobile homes) are covered, spending for boats and boating supplies, and off-road recreational vehicles such as trail bikes, dune buggies and snowmobiles are not. Further research is required in this area to estimate the average spending on items such as these by travelers.

Certain states generate peculiar spending behavior relative to others. For example, traveler expenditures on gaming in Nevada comprise a substantial portion of tourist receipts, and contribute heavily to the state's economy. Data on such unusual spending is virtually unavailable, and thus these activities are not reflected in these estimates at this time.

Moreover, the TEIM records travel expenditures only for those states where travelers spent the night, originated, or were destined. Due to the nature of the Census Bureau's 1977 National Travel Survey, expenditures could not be allocated to states passed through in a single day. It is believed these expenditures may be quite significant to certain "bridge" states between major population concentrations and major destinations.

The trip definition inherent in this study also limits the estimates of economic impact somewhat. Specifically excluded are the economic effects of U.S. traveler expenditures in this country pursuant to traveling to a foreign destination. Also excluded is the impact of day-trips to places less than 100 miles from home. While these latter trips may be quite numerous, intuitively, they appear to involve little economic impact since lodging expenditures and virtually all common carrier spending are excluded. Meal, entertainment and recreation expenditures on these trips also seem relatively insignificant.

These travel expenditures and impact estimates are based on household surveys of travel activity. Consequently, they are subject to all of the sampling and non-sampling errors inherent in sample surveys.

Most travel expenditure data collected is on a "type of purchase" rather than "point of purchase" basis. This means there is some incongruity in matching spending on different goods and services while traveling with the receipts, employment and payroll of different types of businesses. For example, all spending for meals is assumed to take place in eating and drinking places (SIC 58), whereas some may actually occur in hotels or other commercial lodging places (701). This inconsistency does not appear to introduce major errors in the calculations and can only be corrected upon collection of point-of-purchase expenditure data.

GLOSSARY OF TERMS

Automobile Transportation Expenditure. This category includes a prorata share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Automobile Transportation Industry. Automotive dealers and gasoline service stations (SIC 55); automotive rental and leasing without drivers (751).

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Entertainment/Recreation Industry. Amusement and recreation services (SIC 79) and motion picture theaters (783).

Food Expenditure. Traveler spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Foodservice Industry. Eating and drinking places (SIC 58).

General Retail Trade Industry. This sector is defined to receive incidental purchases by travelers. It includes general merchandise group stores (SIC 53) and miscellaneous retail stores (59).

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Incidental Purchase Industry. See "General Retail Trade Industry."

Lodging Industry. This industry includes hotels, motels, and motor hotels (SIC 701), camps and trailer parks (703), and general building contractors -- residential buildings (152) and operative builders (1531).

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportaion, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the 1977 National Travel Survey.

Public Transportation Industry. Air transportation (SIC 45), taxicab companies (411), intercity highway passenger transportation (413), National Railroad Passenger Corporation (Amtrak), and water transportation (44 except 4411). Also is the "dummy" industry of "other transportation."

Tourism. Generally avoided in this study, this can can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip" (qq.v).

Travel Arrangement Industry. This includes travel agencies, tour operators, and other services in arranging passenger transportation, and is covered under SIC 4722.

Traveler. Person taking a "trip" (qq.v.).

Travel Expenditure. The exchange of money or the promise of money for goods or service while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incidental to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation or second home are included as associated with taking a trip. Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home are allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area. These estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently, the TEIM estimates are more closely related to the number of jobs than to the number of employees. For a detailed discription of the household and establishment survey differences, see Green, Gloria P., "Comparing Employment Estimates from Household and Payroll Surveys," Monthly Labor Review, Volume 92, No. 12, December, 1969.

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodgings) paid during the year to all employees. Trips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit nor other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

Travel-generated Tax Receipts. These federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts, and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, employment taxes, gasoline excise taxes, and, airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll."

Trip. A trip occurs, for the purpose of the model, every time one or more persons go to a place 100 miles or more away from home in one day, or is out-of-town one or more nights, and return to their origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school. Also excluded is foreign travel activity in the U.S.

Visitor. This term is usually limited to special studies of individual cities or metropolitan areas. It includes those not residing in the area under study who travel away from home overnight or on a day trip of 200 round-trip miles or more and visit the area. As a general rule, total travel impact on an area less the impact of area residents equals visitor impact.

Industries Providing More Jobs than Travel, by State, 1984 (see Table 9)

State	Industry SIC codes*
Alabama	22,23,58pt.,80
Arkansas	80
California	73,80
Connecticut	34,35,36,37,50,54,58pt.,63,73,80
Delaware	28,80
Georgia	22,50,73,80
Illinois	35,36,50,58pt.,73,80
Indiana	33,36,37,80
Iowa	80
Kansas	37,80
Kentucky	58pt.,80
Louisiana	13,80
Maine	80
Maryland	73,80
Massachusetts	35,36,73,80
Michigan	35,37,58pt.,73,80
Minnesota	80
Mississippi	23,80
Missouri	80
Montana	80
Nebraska	80
New York	73,80
North Carolina	22
North Dakota	80
Ohio	34,35,37,50,58pt.,73,80
Oklahoma	13,80
Oregon	24,80
Pennsylvania	80
Rhode Island	22,34,36,37,39,50,54,58pt.59,73, 80,82
South Carolina	22
South Dakota	80
Tennessee	80
Texas	50,73,80
Virginia	73,80
Washington	37,50,58pt.,80

Industries Providing More Jobs than Travel, by State, 1984 (see Table 9)--Continued

West Virginia	12,80
Wisconsin	80
District of Col.	73,80,86
Total U.S.	80

*Key to SIC codes is on following page.
Source: U.S. Travel Data Center

Key to SIC codes

Mining
12 Bituminous coal and lignite mining
13 Oil and gas extraction

Manufacturing
20 Food and kindred products
22 Textile mill products
23 Apparel and other textile products
24 Lumber and wood products
28 Chemicals and allied products
33 Primary metal industries
34 Fabricated metal products
35 Machinery, except electrical
36 Electric and electronic equipment
37 Transportation equipment
39 Miscellaneous manufacturing industries

Retail trade
50 Wholesale trade-durable goods
54 Food stores
58pt. Eating and drinking place sales to residents
59 Miscellaneous retail.

Finance, insurance and real estate
63 Insurance carriers

Services
73 Business services
80 Health services
82 Educational services
86 Membership organizations

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The following organizations provided base data essential to the production of these estimates of the state impact of travel. Special thanks are due the individuals in these organizations who made their time and experience available to us.

American Bus Association
Amtrak
Bureau of Labor Statistics, U.S. Department of Labor
Civil Aeronautics Board
Federal Aviation Administration, U.S. Department of Transportation
Highway Users Federation
State and Territorial Travel Offices
Tax Foundation
Woodall Publishing Company

The following tables show revised estimates of the economic impact of U.S. travel in each of the states for 1982 and 1983. These have been adjusted to the new benchmark data from the U.S. Census Bureau's 1982 Census of Service Industries. These estimates are directly comparable to the 1984 estimates presented earlier in this report.

Table E1: 1983 U.S. Domestic Travel Economic Impact

State	U.S. domestic travel expenditures ($ millions)	Travel-generated payroll ($ millions)	Travel-generated employment (thousands)	Travel-generated tax revenue ($ millions)
Alabama	$ 1,418.9	$ 253.5	31.3	$ 130
Alaska	813.8	193.9	11.0	55
Arizona	3,290.9	673.3	69.7	361
Arkansas	1,698.3	294.9	42.0	166
California	25,645.8	5,605.9	458.0	3,108
Colorado	4,115.8	870.4	86.5	519
Connecticut	2,158.9	468.7	36.9	325
Delaware	460.9	106.5	11.9	53
Florida	16,058.7	3,231.1	325.6	1,551
Georgia	4,242.6	806.9	83.5	410
Hawaii	2,160.1	508.6	46.3	213
Idaho	852.7	172.7	26.1	85
Illinois	6,806.9	1,604.0	121.1	918
Indiana	2,456.1	494.3	59.2	328
Iowa	1,576.9	298.6	42.2	162
Kansas	1,606.9	312.7	38.0	168
Kentucky	2,071.6	352.0	42.1	203
Louisiana	3,092.5	582.3	60.1	329
Maine	1,329.1	248.9	32.2	113
Maryland	3,182.9	704.8	68.0	411
Massachusetts	4,646.2	999.4	81.4	552
Michigan	5,604.1	1,103.2	111.1	696
Minnesota	4,497.5	901.7	96.3	673
Mississippi	1,168.2	214.9	28.6	125
Missouri	4,266.7	853.6	81.2	498
Montana	668.4	127.4	18.7	49
Nebraska	1,152.9	215.3	28.8	162
Nevada	5,872.2	1,508.3	122.1	721
New Hampshire	1,271.3	247.2	28.9	93
New Jersey	9,022.2	2,199.4	173.1	1,095

Table E1: 1983 U.S. Domestic Travel Economic Impact (Continued)

State	U.S. domestic travel expenditures ($ millions)	Travel-generated payroll ($ millions)	Travel-generated employment (thousands)	Travel-generated tax revenue ($ millions)
New Mexico	$ 1,508.8	$ 301.4	37.7	$ 166
New York	13,979.2	2,937.7	232.3	2,058
North Carolina	4,403.8	838.1	99.6	399
North Dakota	653.7	112.0	15.7	60
Ohio	5,663.4	1,101.5	113.1	772
Oklahoma	2,652.4	542.6	57.0	1,367
Oregon	2,056.6	422.7	50.8	180
Pennsylvania	7,353.4	1,564.9	159.8	878
Rhode Island	396.1	81.2	8.3	214
South Carolina	2,692.3	492.4	64.3	244
South Dakota	501.7	90.3	13.6	44
Tennessee	3,083.6	585.8	64.0	325
Texas	13,239.7	2,679.5	238.6	1,322
Utah	1,499.1	313.5	36.8	158
Vermont	1,008.0	205.3	27.4	100
Virginia	3,880.3	793.5	80.6	388
Washington	3,163.3	703.3	61.2	372
West Virginia	1,175.3	202.9	25.4	112
Wisconsin	3,645.6	721.7	98.5	403
Wyoming	770.1	141.4	18.1	70
District of Columbia	1,060.7	315.0	21.5	204
Total	$197,596.6	$41,301.1	3,986.4	$24,108

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table E2: 1982 U.S. Domestic Travel Economic Impact

State	U.S. domestic travel expenditures ($ millions)	Travel-generated payroll ($ millions)	Travel-generated employment (thousands)	Travel-generated tax revenue ($ millions)
Alabama	$ 1,391.6	$ 249.4	32.9	$ 133
Alaska	818.7	196.8	11.5	97
Arizona	2,910.4	577.4	63.0	257
Arkansas	1,595.3	271.9	40.2	133
California	24,231.5	5,275.4	462.2	2,721
Colorado	4,057.5	854.7	89.5	474
Connecticut	2,039.5	416.2	36.4	278
Delaware	494.6	110.4	13.3	53
Florida	14,206.7	2,846.5	298.1	1,353
Georgia	4,069.2	749.2	82.0	378
Hawaii	2,084.3	492.6	46.4	199
Idaho	772.3	156.4	23.7	72
Illinois	6,368.1	1,458.6	121.8	794
Indiana	2,386.7	458.5	57.1	290
Iowa	1,606.3	306.4	45.3	142
Kansas	1,562.8	302.7	37.9	149
Kentucky	2,013.1	332.9	41.2	176
Louisiana	3,182.6	598.9	64.2	310
Maine	1,174.9	220.6	31.4	94
Maryland	2,864.7	631.4	65.1	342
Massachusetts	4,210.2	899.6	81.4	464
Michigan	5,329.4	1,048.2	110.9	608
Minnesota	3,944.1	787.2	89.5	536
Mississippi	1,136.4	206.4	29.0	113
Missouri	4,055.2	798.6	86.0	430
Montana	660.2	125.2	19.4	44
Nebraska	1,114.0	205.3	28.4	143
Nevada	5,449.9	1,387.1	116.6	713
New Hampshire	1,180.5	231.1	29.6	82
New Jersey	7,216.9	1,712.2	152.9	3,776

Table E2: 1982 U.S. Domestic Travel Economic Impact (Continued)

State	U.S. domestic travel expenditures ($ millions)	Travel-generated payroll ($ millions)	Travel-generated employment (thousands)	Travel-generated tax revenue ($ millions)
New Mexico	$ 1,367.7	$ 267.7	35.8	$ 137
New York	13,204.0	2,780.8	236.5	1,859
North Carolina	4,006.9	754.4	96.3	339
North Dakota	638.2	108.6	16.1	53
Ohio	5,307.1	1,012.1	111.8	678
Oklahoma	2,762.1	559.7	62.0	259
Oregon	1,987.2	404.4	50.7	152
Pennsylvania	7,008.0	1,454.0	162.0	813
Rhode Island	409.0	85.6	9.9	46
South Carolina	2,584.4	465.6	64.6	224
South Dakota	493.7	88.1	14.1	41
Tennessee	3,288.9	638.7	76.0	306
Texas	13,387.6	2,722.5	265.4	1,239
Utah	1,312.4	270.3	34.5	128
Vermont	923.7	187.4	27.5	82
Virginia	3,565.0	719.7	78.9	332
Washington	3,026.5	667.1	60.9	321
West Virginia	1,150.4	204.1	26.8	93
Wisconsin	3,541.8	705.4	101.4	371
Wyoming	781.8	143.0	18.3	65
District of Columbia	997.8	295.8	21.4	174
Total	$185,872.0	$38,442.4	3,977.7	$23,064

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center